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vided further, that the Board of Estimates shall have the power to order the use of any tank wagon or truck discontinued whenever it shall determine that the use of the tank wagon or truck would create any hazard from fire. No tank wagon or tank truck shall hereafter be operated or used in Baltimore City unless and until such tank wagon or tank truck shall have first been registered with the Board of Fire Commissioners of Baltimore City.

"(8) Faucets and valves on any motor tank truck shall not be opened while the motor of the truck is in operation."

The Diamond Coal Company, 110 N. Franklinton Road, has several trucks for the hauling of fuel oils, which trucks are not equipped with appliances as required by the Ordinance, and the Bureau of Standards, who inspects the trucks, and the Board of Fire Commissioners, who licenses the trucks, refuse to approve same until said trucks have the appliances placed thereon as required. Mr. Reamer in his letter of November 28th raises the point that the fuel oils carried by the trucks have a flash of 140 degrees Fahrenheit and that, therefore, the ordinance, because of the definition contained in Section 91, does not apply.

I think it is obvious that in approving and licensing tank trucks it is immaterial whether they carry a liquid with a flash of more than seventy-five degrees Fahrenheit, since those trucks are always susceptible of carrying a liquid of a flash of seventy-five degrees Fahrenheit or less, and, accordingly, all tank trucks used in the City in the carriage of inflammable liquids must be licensed and approved by the Board of Fire Commissioners and unless such trucks have appliances thereon as required by the ordinance, the Board of Fire Commissioners should withhold their approval. Sub-section 7, above quoted, has to do with containers for inflammable liquids and not with the liquids, so that the definition contained in Section 90 is not applicable.

Further, in my opinion, the express terms of the ordinance clearly require all motor tank trucks to comply with the requirement now demanded by the Board of Fire Commissioners, as will be noted from sub-section 7, above quoted, particularly the portion underlined, regardless of what liquid the particular truck might carry at any one time.

I, accordingly, believe that we should inform Mr. Reamer that the